

The Hong Kong Telegraph.

No. 74.]

HONGKONG, THURSDAY, SEPTEMBER 8TH, 1881.

[PRICE—\$16 PER ANNUM.]

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE Steamship
"ARRATOON APCAR,"
Captain R. J. McConnell, from Calcutta,
Penang, and Singapore.

The above steamer having arrived,
Consignees of Cargo by her are hereby
requested to send in their Bills of
Lading to the undersigned for counter-
signature and to take immediate de-
livery of their Goods from alongside.
Cargo impeding her discharge or
remaining on board after the 10th
instant, will be landed and stored at
Consignee's risk and expense and no
Fire Insurance will be effected.
Consignees are hereby informed,
that any claims must be made im-
mediately, as none will be entertained
after the 12th instant.

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 3rd September, 1881.

Auctions.

AUCTION OF MACHINERY.

MESSRS. GENATO & Co. have
been instructed to sell by
PUBLIC AUCTION,
on the 15th instant, unless previously
disposed of by private agreement, all
THE MACHINERY
of the
SAN MIGUEL FOUNDRY,
MANILA.

Consisting of Turning Lathes of all
descriptions, Planing Punching, and
Shearing Machines, Drilling Machines,
Tools, Sets of Stocks and Dies (Whit-
worth's), Tube Expanders, Root's
Blowers, Cranes, and a large stock of
Plate Iron and Bar Iron, Shafts of
from 4 to 10 inches diameter round
and square, &c., &c.

They will also offer for sale a com-
plete

SUGAR REFINERY PLANT,
perfectly new, never having been used,
built by SHEARS & SONS, London, com-
prising Copper Vacuum Pan, Double
Bottom Pan, Engine and 2 Boilers, 4
Copper Bag Filters, Set of Tanks, 2
Treble Barrel Copper and Gun Metal
Pumps, and other attachments.

The plans of the said Refining Ma-
chinery will shortly be on view at
the Office of this Paper.

Hongkong, September 1st, 1881.

TO LET.

HOUSES at SPRING GARDENS.

Apply to

F. PEREIRA.

215, Wanchai Club.

Hongkong, 7th September, 1881.

Afong, Photographer,

HAS A LARGER COLLECTION of
VIEWS than any other in
CHINA.

Miniatures Painted on Ivory from \$7.

Oil Paintings on Canvas from \$5.

Cartes de Visite, Cabinet, and all
other Styles of Portraits at equally
moderate prices executed under the
supervision and management of

D. K. GRIFFITHS,
Studio 8, Queen's-road.

William Schmidt & Co.

GUNMAKERS, &c.

BEACONSFIELD ARCADE.

Arms, Ammunitions, and Requisites
of every description.

Arms Repaired, Cleaned, or Converted
at moderate charges.

Sporting Guns and Ammunition
always on hand.

Intimations.

HONGKONG AND WHAMPOA
DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHARE-
HOLDERS are requested to
send in a Statement of Business con-
tributed during the half-year ended
30th June, 1881, on or before Sep-
tember 30th, on which date the Ac-
counts will be closed.

By Order of the Board of Directors
R. COOKE,
Acting Secretary.
Hongkong, 30th August, 1881.

HONGKONG AND WHAMPOA
DOCK COMPANY, LIMITED.

NOTICE.

During my absence from Hongkong,
Mr. ROBERT COOKE will act as
Secretary.

By Order of the Board,
D. GILLIES,
Secretary.
Hongkong, 15th June, 1881.

TUITION IN THE FRENCH
LANGUAGE,
by Monsieur LOUIS PIRON, SEN.;
SINGING (CULTURE OF THE VOICE)
by Monsieur EUGENE PIRON, JUN.,
44, Queen's Road.
Hongkong, August 30th 1881.

G. FALCONER & Co.,

WATCH AND CHRONOMETER
MANUFACTURERS

AND
JEWELLERS.
NAUTICAL INSTRUMENTS,
CHARTS AND BOOKS.
No. 46, QUEEN'S-ROAD CENTRAL.

Chs. J. GAUPP & Co.

CHRONOMETER, WATCH, AND
CLOCK-MAKERS,

Jewellers, Silver-smiths, and
Opticians.

Charts and Books.
Nautical Instruments.

Sole Agents
for Louis Audemars' Watches;
awarded the highest Prizes at every
Exhibition;

and for Voigtlander and Sohn's

Celebrated OPERA GLASSES,
MARINE GLASSES, and SPYGLASSES
No. 38, Queen's-road Central.

NOTICE.

LAU TSUN SAM,
MEDICAL PRACTITIONER AND
DENTIST, TEACHER OF
CHEMISTRY, AND WATCH
AND CLOCK MAKER.

Sewing Machines and every de-
scription of Mechanical Appliance and
Musical Instrument repaired. All
orders executed promptly, in the best
possible style, and at moderate charges.

No. 107, WELLINGTON STREET
HONGKONG.

C. L. THEVENIN.

WINE AND SPIRIT MERCHANT,
AND COMMISSION AGENT.
HONGKONG HOTEL BUILDING,
QUEEN'S-ROAD CENTRAL.

Hongkong Horse
Repository.

LIVERY STABLES,
AND DAIRY.

J. KENNEDY,
PROPRIETOR.

Carriages of every Description
For Sale, or Hire.

Intimations.

V. R.
GOVERNMENT NOTIFICATION.
No. 219.

SALE OF THE OPIUM FARM.

Notice is hereby given, that TEN-
DERS for the PRIVILEGE of PRE-
PARING and SELLING PREPARED
OPIUM within the Colony for the term
of ONE, TWO, or THREE YEARS
from the 1st of March, 1882, under
the provisions of Ordinance No. 2 of
1858, No. 1 of 1859, and No. 7 of
1879, will be received at this Office
until Noon on MONDAY, the 24th
October, 1881.

Each Tender should specify the
monthly payment offered for the period
above-mentioned.

The Government does not bind itself
to accept the highest or any Tender.

Should the highest Tender be less
than the sum the Governor thinks a
fair price for the Opium Farm, His
Excellency in Council will grant Li-
cences direct under Section 3 of the
Ordinance, and take such further steps
as may be necessary to realize a fair
price.

By His Excellency's Command,
M. S. TONNOCHY,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 20th August, 1881.

RECORD of AMERICAN and FOREIGN SHIPPING.

Agents,
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

THE Undersigned have been ap-
pointed AGENTS to the NEW
YORK BOARD of UNDER-
WRITERS.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

LE CERCLE-TRANSPORTS.

SOCIÉTÉ ANONYME D'ASSURANCE-
MARITIME MARSEILLE.

CAPITAL SUBSCRIBED.....15,000,000 Francs.
CAPITAL PAID-UP..... 3,750,000 Francs.

The Undersigned, having been ap-
pointed AGENTS of the above Company,
are prepared to GRANT POLICIES
on MARINE RISKS to all parts of
the World.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

**J. AND R. TENNENT'S ALE and
PORTER.**

DAVID CORSAR & SONS'

Merchant Navy }
Navy Boiled } CANVAS.
Long Flax }
Crown }

ARNHOLD KARBERG & Co.
Hongkong, 15th June, 1881,

D. K. GRIFFITH & Co.

MANUFACTURERS OF THE
LONDON AERATED
WATERS,

AND GENERAL AGENTS.

7, Beaconsfield Arcade.

J. ULLMANN & Co.

42, QUEEN'S-ROAD, CENTRAL, 42.

Importers of WATCHES,
CLOCKS, MUSICAL BOXES, MARINE
and EYE GLASSES, in great
varieties, and General Goods.

N.B.—Watches carefully repaired
at moderate rates.

A. MILLAR & Co.,

PLUMBERS, GASFITTERS,
COPPERSMITHS, AND BRASS-
FOUNDERS, OFFICE AND WAREHOUSE
FLETCHER'S BUILDINGS, QUEEN'S-ROAD
EAST. WORKS—SPRING
GARDENS, WANCHAI

For Sale.

SAYLE & CO.'S SHOWROOMS.

Great Clearance Sale.

Commencing on MONDAY, the 29th AUGUST,

and continuing

THROUGHOUT SEPTEMBER.

An Early Inspection is respectfully invited.

All Goods marked in plain figures at

GREATLY REDUCED PRICES.

Terms—Cash.

VICTORIA EXCHANGE, HONGKONG.

KELLY & WALSH

HAVE just landed a Large Assortment of

FANCY AND LEATHER GOODS.

PHOTOGRAPHIC ALBUMS in New and Elegant Designs.

PHOTOGRAPHIC FRAMES in Velvet, Plush, and Leather.

Pocket Books.

Tourist Cases.

Blotters.

Cash Boxes.

Table Mats.

Purses.

Card Cases.

Writing Albums.

Despatch Boxes.

Gladstone Bags.

MANILA CIGARS.

A few Boxes of REGALIAS and LONDRES in very fine condition.

NOVELTIES IN FANCY STATIONERY.

Graphic Correspondence Cards.

Invitations for Lawn Tennis.

Invitations for Dinner.

Tinted Repp Note Paper and Envelopes.

Papier de Luxe (a combined Note and Envelope Chit).

KELLY & WALSH—QUEEN'S ROAD.

Hongkong, 5th September, 1881.

T. N. DRISCOLL,

TAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER,
No. 6, QUEEN'S ROAD CENTRAL,

Next door to the Chartered Bank of India, Australia, and China.

White, Brown, and Fancy Striped
Cotton Socks.

White and Fancy Striped Merino Socks.

White French Cashmere Socks.

White and Grey Scotch Lamb's Wool
Socks.

Knickerbocker Hose.

White, Brown, and Fancy Striped

Lisle Thread Socks.

Brown Balbriggan Socks.

India Gauze Undershirts and Drawers.

Smedley's Gauze Merino Undershirts
and Drawers.

Linen and Paper Collars and Wrist-
bands.

White Kid and Dogskin Gloves.

Coloured Cloth Gloves.

White and Brown Turkish Towels.

Honey-comb Towels and Bath Blan-
kets.

Knitted Cholera Belts.

Portmanteaus, Trunks, and Bags.

Drab and Felt Hats in newest styles.

Masonic Regalia.

White Merino Undershirts and Draw-
ers.

Red Drab Merino Undershirts and
Drawers.

White Lamb's Wool Undershirts and
Drawers.

Shotland Scotch Lamb's Wool Under-
shirts and Drawers.

White French Cashmere Undershirts
and Drawers.

White Shirts, Military and Pleated
Fronts.

Coloured French Regatta Shirts.

Crimean Shirts, in all Wool and Silk
and Wool.

Silk Scarves in latest styles.

Wool Scarves and Wrappers.

White Cambric Handkerchiefs.

French Braces in all colours.

Silk Umbrellas.

Waterproof Coats and Suits.

Ivory and Gold Studs in suites.

Black Silk, Straw, Tweed, and Drab
Shell Hats.

THE TAILORING DEPARTMENT

is under the supervision of an experienced West End cutter. A perfect fit is
guaranteed, and all orders will be executed with punctuality and despatch. A
splendid assortment of the finest goods to be procured in the trade now in stock.
Shirts of every kind made to measure on the shortest notice at reasonable prices.

NOTE THE ADDRESS—No. 6, QUEEN'S ROAD CENTRAL.

Hongkong, 1st September, 1881.

ED. CHASTEL & CO.,

WINE MERCHANTS,

Marine House, 15, Queen's-road.

HAVE for sale ex recent arrivals, Light Breakfast CLARETS in quarts and
pints. After Dinner CLARETS in quarts and pints.

CHATEAU LAFITE, MARGAUX, LAROSE, LEOVILLE CLOS DE

MAURIN, &c. &c.

De St. Marceaux & Co's CHAMPAGNE in quarts, pints and half-pints.

CLARET in WOOD.

CHARTREUSE, CURAÇOA, MARASCHINO.

Price list on application.

A. S. WATSON & Co.
WHOLESALE AND RETAIL
DRUGGISTS,
GENERAL CHEMISTS,

AND
Manufacturers of the following
AERATED WATERS, viz:
SODA, TONIC, SARSAPARILLA,
AND POTASH, LEMONADE,
GINGERADE, RASPBERRYADE,
AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from
7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast
Orders.

HONGKONG DISPENSARY.

HONGKONG.
SHANGHAI PHARMACY.

SHANGHAI.
CANTON DISPENSARY.

CANTON.
THE DISPENSARY.

FOOCHOW.

Notices to Correspondents.

All communications should be addressed The
Editor "Hongkong Telegraph," 15, Wellington
Street.

All letters for publication must be written on one
side of the paper only.

Correspondents are requested to forward their
names and addresses with all communications in-
tended for insertion, not necessarily for publication,
but as evidence of good faith.

Notices to Subscribers.

Subscribers who do not receive their newspapers
within thirty-five minutes after the time of publica-
tion will oblige by communicating with the Editor.

Domestic Notices, if properly authenticated, will
be inserted free of charge.

THE
Hongkong Telegraph.

HONGKONG, 8TH SEPTEMBER, 1881.

Whatever may be the policy of the rulers of China, it must be evident to the most casual observer that they are moving heaven and earth to get their army properly equipped and placed in something like an efficient condition, and to make their navy the most powerful in the eastern seas. From a recent report sent by the Portuguese Consul General in Japan to H. E. Governor Graça of Macao, it would appear that a portion of the Japanese native press consider a war between the Empire of the Rising Sun and that of China as a mere question of time. Several of the native newspapers openly express their opinions to the effect that Japan lost a great opportunity in not invading China and marching straight to Peking during the period when relations between Russia and the Celestial Empire were so strained; and probably they are right to a considerable extent. However it is one thing talking about marching straight to Peking, and quite another matter performing that somewhat arduous journey in the face of a powerful opposition. That China is in a position to undertake a war against any foreign power we do not for one moment believe, but we do think, and have good grounds for our belief, that the legions of Tso would on their own ground prove even more than a match for the better disciplined troops of the Mikado. That diplomatic relations between the two great empires of the east, are not so satisfactory as could be desired is quite certain, and in the probable event of future contingencies it is interesting to watch the preparations being made by the Chinese to be ready for any emergency. The Chinese navy is evidently a most popular branch of their offensive and defensive service, and they are sparing no expense to procure a most efficient coast defence. The following particulars of the latest additions to their fleet taken from the London *Times* will prove of great interest to all who have carefully watched the course of events in China during recent years:—

An important addition has just been made to the fleet of gun vessels with which the Chinese navy has been supplied by Sir W. G. Armstrong and Co.

during the last few years. Already 11 vessels have been sent out from time to time, differing in details, but uniting the peculiarity of extraordinary gun power in diminutive craft. The two new vessels differ essentially from the preceding 11 in combining great speed with great gun power. They resemble the others, however, in being wholly unarmoured. Their displacement is 1,350 tons. They are built of steel, and are propelled by twin screws driven by compound engines of together, 2,600 indicated horse power. They each carry two 26 ton 10-inch breech-loading guns, mounted upon contro pivots, one forward and one aft. Each of these heavy guns commands a nearly all-round fire. The charge of the gun is 180lb. of powder, and the weight of projectile 400lb. the penetrative power equal to piercing 18in. of solid, unbacked iron plate. They carry besides, in each, four 40-pounder breech-loading guns, two 9-pounder breech-loading guns, two Nordenfeldts, and four Gatlings, and furthermore two steam cutters fitted with spar torpedoes. The engines, boilers, magazines, and machinery are entirely below the water-line, and are further protected by a steel-plate under-water deck, the space between which and the main deck is divided into numerous water-tight compartments, in which coal is stored, thus adding to the protection afforded by the deck. Hydraulic steering gear is provided and placed below the waterline, with alternative hand gear and tiller. The vessels are also armed with a formidable steel knife-edged spur, or ram. The coal bunkers take 300 tons of coal, and with that quantity the vessels can run continuously at a speed of about eight knots for four weeks together.

On the 14th and 15th inst. the new vessels went through a complete course of trials off the mouth of the Tyne, under Admiralty inspection. Their speed was tested over a course of 10½ knots, and was shown to be, with all weights on board, on the average of two runs each, over 16 knots in one vessel and 16 knots in the other. The guns were fired with battering charges abeam, ahead, and at different elevations up to the maximum. Not the slightest sign of weakness was exhibited in any part of their structure. The handiness or power of manoeuvring was found remarkable. With engines stopped suddenly they were brought up in about 3½ lengths. Reversing the engines driving ahead and the other astern they circled rapidly to port or to starboard in their own length. With the hydraulic gear, the rudder was put over from hard-a-port to hard-a-starboard in eight seconds. The vessels were kept easily circling round a drifting target at about 150 yards, while the target was being riddled by the machine guns.

Without claiming too much for these vessels, it should be remarked of them that the penetrative power and range of their guns measured by the accepted official standard, exceed those of any gun yet afloat, except those of the English Inflexible and the Italian Duilio. No unarmoured ship that carries guns can be compared for a moment with them, and no armoured ship equals them in speed. The nearest is the Duilio, of nine times their size. Thus their vastly superior gun power would make them most formidable to the largest unarmoured vessels, and their superior speed and greater range and power of artillery would enable them to in some measure cope with an iron-clad, since they could ordinarily choose their own distance, and from their diminutiveness would be very hard to hit; nor would a single shot by any means disable them, owing to the under-water and other protection given to their vital parts. As skirmishers to open attack, or, as cavalry to harass a retreat, they would prove valuable adjuncts to a first-class navy, and they are not subject to the rapid depreciation which the progress of artillery imposes upon a costly and necessarily limited ironclad fleet.

The vessels are being commissioned by Admiral Ting with officers and crews sent from China, and Admiral Ting will shortly call in at Portsmouth for the purpose of paying his respects and showing his vessels.

"Lonora" sends us a poem, beginning: "I ask but one small share in that great heart of thine." You had better emigrate to Utah, Lonora.

SPORTING GOSSIP.

We are informed that 24 griffins out of the 35 already subscribed for in Hongkong have been purchased at recent auctions in Shanghai. They are all steamer griffins, and, if report may be relied on, will turn out a good looking mob. The remaining eleven will doubtless have also been secured ere this. A meeting of subscribers will be held in a day or two, of which due notice will be given, to make arrangements about having the ponies transferred to Hongkong.

There has been a good deal of gossip since our last races with reference to the conditions of future contests for the splendid Cup annually presented by the members of the Club Germania. It has, we believe, now been definitely settled that the German Cup next year will be confined to subscription ponies only. This is a sportsmanlike proceeding which will commend itself to all true followers of the sport of kings. Further particulars will be shortly announced.

Mr. W. Kerfoot Hughes, one of our most active and enthusiastic sportsmen has signified his intention of presenting a prize for the forthcoming races, which so far as value is concerned, will eclipse all the other trophies. The race will be designated the Welsh Cup; it will be run for on the second day of the meeting, over a distance of two miles, and its value to the winner, irrespective of entrance fees or sweepstakes will amount to two hundred sovereigns. We can confidently predict that the Welsh Cup will take a great deal of winning.

There can be little doubt that the Hongkong Races of 1882 will be the best meeting ever held in the famous Happy Valley. With nearly, if not quite, forty subscription ponies, and large contingents from Amoy, Foochow, and Shanghai, some excellent racing may be looked for. The prizes, judging from the liberality already displayed by His Majesty the King of the Sandwich Islands, our German friends, and Mr. W. K. Hughes, ought to excel anything seen in previous years.

Unless the Stewards offer special inducements to our own amateurs, there will as usual be a great dearth of jockeys. By giving timely notice there are plenty of riders in the colony, who would gladly go into training if they saw any prospects of a fair show; but as they naturally enough object to meeting such experienced hands as Mr. Hutchings, or Mr. Nickels on even terms, something ought to be done to encourage our young horsemen, either by a reasonable allowance of weight in all but classic contests; or, certain races should be specially reserved for local talent.

Another feature which will show prominently at our next races, and which is especially worthy of notice, is the strong hands which will be held by Hongkong sportsmen. We are not likely to have another Macgregor with us next season, and we hardly expect that the popular owner of Prejudice will care to risk his favorite's reputation on such an uncertain course as ours; but local strength will more than alone for lack of a powerful Shanghai opposition. Strathavon, Strathpoffer, and Detonator, with three griffins will do battle for an exceedingly acute confederacy, who have already tasted the sweets of victory; Braw Chiel, Tajmahal, Earl Hereward, and a mob of tried "maiden" will make a big bid for the Welsh Cup and the Hawaiian trophy in the familiar "straw and white"; Mr. Henry's mauve jacket should have one or two sturdy bearers in the uncertain Cümshaw, Grim Death, Storm Wind, and a crowd of dark ones, all of which will be trained to the hour; the primrose and blue of Mr. Gordon should again show prominently with Heather Jock, Robbie Burns, Strathisla, Dauntless, Lord of the Isles, Langsyna, and several griffins and old ponies which have the gift of "going"; and Mr. Kerfoot's waspish colors will be borne first past the post more than once if fortune is propitious with such a galaxy of cracks to carry "Wild Harry", as Wild Biddy, Wild Race, Bohemian, Wild Surf, and Wild Dash if they can cut his feet down about an inch) to say nothing of a long string of invincible griffins which have "done" wonders in private trials.

For the first time for years we shall have a well known Manila sportsman trying his luck in Hongkong. Don Enrique's is a well known name on Philippine race courses, and no victory would be more popular than his. The old idea of the excellence of Manila race ponies has long since exploded, and this gentleman assures us that a fairly good third rate China pony could "lose" the best of the Manila racers over any distance at anything like weights per ordinary scale. Don Enrique will therefore depend on the sturdy little Tam O'Shanter, winner of two griffin races at our last meeting, and a couple of subscription griffins. We heartily wish him the best of luck in his spirited enterprise.

As we are likely to have a whole host of ponies down from Shanghai months earlier than usual, the sport attendant upon training operations is likely to extend over a much longer period than in previous years. Might we be permitted to inform the Stewards and C. C. that the racecourse is in a most unsatisfactory condition and to suggest that a very slight amount of attention, even at this late period, would work wonders. We shall refer to this matter at greater length in a day or two.

We hear that our veteran "jock" Mr. W. M. Morgan has serious thoughts of once more performing in the pigskin. To the young generation of sportsmen who knew not Joseph, the sight of this fine old horseman in the saddle would prove a great treat. We congratulate the game veteran on his improved health, and hope later on to congratulate him on a popular victory with his own griffin.

LOCAL AND GENERAL.

The British steamer *Danube* which left here yesterday afternoon for Bangkok, had to put back on account of the stress of weather.

There will be a meeting of the United Service Lodge of Freemasons this evening at eight o'clock precisely. Visiting brethren are cordially invited to attend.

The new light ship for the Formosa Bank in the Straits of Malacca, constructed to the order of the Government of the Straits Settlements by the Hongkong and Whampoa Dock Company, Limited, was successfully launched at Kowloon Docks this morning. Full particulars will be found in another column.

The British steamer *Hainan*, Captain Speechly, from Haiphong and Hoihow reports fine weather throughout; barometer going down steadily since 6 a.m. this morning, with W.N.W. to N.N.W. wind, force 5 to 6. Freights at Haiphong very low, and it is reported that the *Himalaya* is loading at 8 cents. Met *Vorwaerts* in the river bound up.

We learn that the Hongkong Choral Society intend commencing their season with a performance of Gilbert & Sullivan's well known and popular comic opera "The Pirates of Penzance." The Society expect to give their first performance during the visit of the young Princes, probably at the end of November or beginning of December.

The weather has been rather threatening since yesterday, and with an unusually low barometer, a typhoon was feared. The sea has been rather rough in the harbor during the morning, and as there is very little wind, it would seem that the heavy swell comes from outside. With the glass gradually rising, we are perhaps justified in believing that the typhoon has again passed, leaving us unscathed, although the weather is still far from satisfactory.

The British steamer *Glenfruin* Captain Hogg, which arrived here from London via Singapore, this morning, reports:—Left London 30th July and experienced strong S.W. gale while in the English Channel, the rest of the passage to Suez had moderate weather. Had strong monsoon in the Indian Ocean and China Sea. Spoke the British ship *St. Elmo* in Malacca Straits, bound from Bombay to San Francisco, all well. There is every appearance of a typhoon outside.

In the Supreme Court, in Admiralty Jurisdiction, yesterday, His Lordship Hon. F. Snowden, Acting Chief Justice,

assisted by Captain H. G. Thomsett, Nautical Assessor, gave judgment on the case of *Shun Kee v. Astoria*. This suit was instituted by the owner of the *Shun Kee* junk, which was in collision with the American ship *Astoria*, and he claimed \$2,000 damages for the loss of his boat and nets and \$1,000 as compensation for the death of his two children, who were drowned. His Lordship said there was the greatest conflict of evidence as to the circumstances under which the two vessels came into collision and after reviewing the evidence at some length he came to the conclusion that under the circumstances he must hold the *Astoria* responsible, and gave judgment for the promovant with cost. The damages, however, would be assessed by the Registrar and merchants, and also what compensation the promovant was entitled to for the loss of his children.

The E. and A. Steamship Company's steamer *Tannadice*, Captain Green, arrived from Sunderland this morning. She was built by Messrs. Doxfords and Sons., Sunderland, and is intended for the China and Australian Trade. She was launched on June 11th last. The ceremony of christening was performed by Miss Jeanie Wildridge, youngest daughter of Mr. R. Wildridge, who superintended her building, as well as the construction of the *Menmuir* and *Catherthun* in the same yard. The *Tannadice* was engined by the builders with engines on the compound surface condensing principle of 1,600 effective horse-power. She has the latest improvements for the discharging and loading of cargo and also water ballast tanks, and is steered by Muir and Caldwell's steam apparatus. She reports:—Left Sunderland at 3 p.m., July 23rd, Suez 4 p.m. August 11th, and arrived at Singapore, 11 p.m. August 31st. Left again on September 2nd at 9 a.m., arriving in harbour at midnight on the 7th; experienced from Singapore to 12 deg. North moderate and fresh S.W. winds and squally weather, thence to 19 deg. North variable winds and fine, weather thence to port fresh westerly winds with heavy easterly swell.

We alluded a short time ago to two young American athletes, Messrs. Myers and Merrill, who pluckily crossed the Atlantic to try conclusions with the pick of English Amateurs at the championship meeting to be held under the auspices of the Amateur Athletic Association, at the Lower Grounds, Aston, Birmingham. It will be remembered that both the Americans made a successful debut in London, Myers winning both the quarter and half mile races at Stamford Bridge with great ease and in remarkably fast times; his colleagues proving equally successful in the walking contests. The results of the championship meeting, which was held on July 16th came to hand a fortnight ago. In the 100 yards, which was run in two heats Myers was opposed by J. M. Cowie of the London Scottish, and three others, and after a tremendous race the Scotlman won by a yard in 10 1-5th seconds, the American not even getting placed. The final heat was won by W. P. Phillips, who beat Cowie by a foot in 10 1-5th seconds. In the Walking race the American champion, Merrill, was fairly walked to a standstill by J. W. Raby, of Ashton, Yorkshire, who led the whole of the way, and at such a pace that Merrill fell exhausted before four miles were completed. Raby's time for seven miles was 54 min. 43 seconds. In the quarter mile Myers beat Phillips by four yards in the remarkable time of 48 3-5th seconds, the fastest performance on record by any amateur. Although the visitors were hardly so successful as was expected, they carry back one championship with them to the United States, and Myers has certainly proved himself to be a quarter and half mile racer the best amateur ever seen in England, not even excepting Elborough.

The following letter from the Prime Minister of Great Britain to Mrs. Garfield, wife of the President of the United States, speaks for itself:—"London July 21, 1881—Dear Madam—You will, I am sure, excuse me, though personally a stranger, for addressing you by letter, to convey to you the assurances of our feelings and those of my countrymen on the occasion of the late horrible attempt to murder the Presi-

dent of the United States, in a form more palpable at least than that of the messages conveyed by telegraph. Those feelings have been feelings in the first instance of sympathy, and afterwards of joy and thankfulness almost comparable, and, I venture to say, only second to the strong emotions of the great nation of which he is appointed the head. Individually I have, let me beg you to believe, had my full share in the sentiments which have possessed the British nation. They have been prompted and quickened largely by what I venture to think is the ever-growing sense of harmony and mutual respect and affection between the two countries, and of a relationship which from year to year becomes more a practical bond of union between us. But they have also drawn much of their strength from a cordial admiration of the simple heroism which has marked the personal conduct of the President, for we have not yet wholly lost the capacity of appreciating such an example of Christian faith and manly fortitude. This exemplary picture has been made complete by your own contribution to its noble and touching features, on which I only forbear to dwell because I am directly addressing you. I beg to have my respectful compliments and congratulations conveyed to the President; and to remain, dear Madam, with great esteem, your most faithful servant, William E. Gladstone."

The following telegram has been received from Amoy:—"Amoy, Sept. 8th, 9 a.m.—A typhoon raging here; direction northerly."

LAUNCH AT KOWLOON DOCKS.

The light-ship constructed by the Hongkong and Whampoa Dock Company, Limited, for the Government of the Straits Settlements, which was completed a few weeks ago but retained on the stocks owing to the uncertain character of the weather, was successfully launched at Kowloon Docks this morning. The new craft, which is intended as a light-ship for the Formosa Bank in the Straits of Malacca is probably the strongest vessel of the kind ever seen in the Far East, and reflects the greatest credit on the constructors. The principal dimensions and general construction of the light-ship may be described in a few words. The length of the vessel between perpendiculars is 122 feet 6 inches; length over all, 131 feet; extreme breadth 25 feet 6 inches; depth moulded 12 feet 6 inches. She is built throughout of teakwood excepting keel, keelsons, and some parts of her frames which are of the best Manila hardwood. The mola framing from the keel to the upper turn of the bilge may be said to be masses of solid wood fitted closely together. The planking is fastened with Muntz metal bolts and brass spikes, from gunwale to gunwale, making her a vessel of the highest class. Her frames are caulked throughout, and as her construction is exactly on the same principle as that recognised in building the finest vessels for the British navy in olden days, her strength and buoyancy will be readily understood. It may be safely predicted that a vessel of this description, if she steers clear of accidents, will be in fairly good order a hundred years after this. The whole of the 'tween decks has been allotted for the accommodation of the Captain and crew, and everything possible has been done to provide for their comforts. Store-rooms are fitted up fore and aft, and a special feature is the provision made for the oil to be used in the first class dioptric light which has been ordered from England. Two large iron tanks, capable of containing two thousand gallons each, have been constructed in the bottom of the vessel, and these should prove sufficiently commodious to meet all requirements.

The vessel has been on the stocks for about eight months, several alterations and improvements on the original specification having caused a little delay. It was however deemed advisable not to launch the ship until the typhoon season was well advanced, and this we consider a very wise and necessary precaution. In spite of the rather boisterous weather a few ladies and gentlemen ventured over to Kowloon

this morning to witness the launch, which was fixed for nine o'clock. The vessel was draped from stem to stern with flags, and although not exactly "a thing of beauty" from an artistic point of view, she looked well cut out for her future business. Exactly at the hour appointed, Mr. Robert Cooke, the popular Acting Secretary of the Company escorted Miss Caine, daughter of the late Captain Caine, well known on this coast for many years as commander of the steamship *Penado*, to the platform, and as this young lady performed the usual ceremony of christening the vessel by smashing a bottle of champagne on her bow, the light-ship gracefully glided into the water, amidst the cheers of all present. A more successful launch we never witnessed, not a single hitch marred the whole course of proceedings. The vessel, drawing about 7 feet of water and lying on an almost even keel, looked really splendid afloat, and we are certain that the Singapore Government will be gratified at the admirable fashion in which the Dock Company have carried out their contract. Great praise is due to Mr. James G. Liddell, the Superintendent at Kowloon; and to Mr. Alexander Young, under whose immediate direction the light-ship has been built, for turning out a job which will greatly increase the Dock Company's already high reputation. It is intended to send the vessel under sail to Singapore in the course of a few weeks, where she will receive her final equipment before taking up her position on the Formosa shoal. We have now only to thank Mr. R. Cooke, Mr. Liddell, and Mr. Young, for their courtesy in affording us every information respecting the vessel whose launch we have just described.

LATEST COMMERCIAL INTELLIGENCE.

Thursday, September 8th, 1881.
One o'clock P.M.

Imitation is the sincerest form of flattery. That our daily report of business transactions on the Stock Exchange would meet with general favor we never doubted from the first, but neither did we expect that our ponderous contemporary at the top of Wyndham-street, the *Daily Press*, after pretending to ignore our existence, would adopt the mean expedient of servilely copying our commercial article. Not that we dispute their right to do so, nor are we in any way offended at this unexpected opposition to what we have made a special feature; but as a matter of principle we should like to have seen the *Daily Press* honestly trying to carry out the programme sketched out when we published our first number. Unfortunately for our contemporary their commercial introductory is quite stale, and utterly useless either as news, or as a guide to dealers in shares, owing to their hour of publication placing them a day behind the actual course of events. The advantages of a paper published about one o'clock have already made themselves apparent, and although we have unfortunately seldom been able to get the *Telegraph* out at the exact time, owing to untoward circumstances which we have at last to a great extent remedied, there can be little doubt that we have proved our substantial claims to the consideration of the general public. We have also proved of great assistance to our local contemporaries, in providing them with interesting paragraphs, and other items of news, which they freely avail themselves of, without however paying us the usual courtesy of acknowledgment. We do not grudge them the privilege, however, although their subscribers would get very little in the shape of news were it not for "doctored" items culled from the columns of the "Rag."

There is nothing in the shape of commercial business to report this morning, and not a single quotation has to be altered. We heard a few inquiries after Banks and Steamboats but no business resulted. The departure of the French mail, and the

fears of an approaching typhoon, fully explain this stagnant state of affairs.

Shares.

Hongkong and Shanghai Banking Corporation Shares—112 per cent. premium, ex div., Sales and Sellers.
Union Insurance Society of Canton—\$1,675 per share ex dividend.
China Traders' Insurance Company's Shares—\$1,600 per share, ex. div.
North China Insurance Company—Tls. 1,125 per share.
Yangtze Insurance Association—Tls. 830 per share.
Chinese Insurance Company, —\$305 per share, Sellers.
On Tai Insurance Company, Limited—Tls. 148 per share.
Hongkong Fire Insurance Company Shares—\$990 per share, Sellers.
China Fire Insurance Company's Shares—\$290 per share, Sellers.
Hongkong & Whampoa Dock Company's Shares—42% premium ex. div., Sellers.
Hongkong, Canton & Macao Steamboat Company's Shares—\$23 per share premium, Sales.
China Coast Steam Navigation Company—Tls. 162 per share.
Hongkong Gas Company's Shares—\$85 per share.
Hongkong Hotel Company's Shares—\$112 per share, Sellers.
China Sugar Refining Company, Limited—\$150 per share, Ex. Div.
China Sugar Refining Company (Debtors)—3 per cent premium.
Hongkong Ice Company's Shares—\$126 per share, Sellers.
Hongkong & China Bakery Company, Limited—\$43½ per share.
Chinese Imperial Government Loan of 1878—4% premium, Buyers.
Chinese Imperial Government Loan of 1881—3½% premium.

Exchange.

On LONDON, —
Bank Bills, T.T., 3/8½
Bank Bills, at 30 days' sight, 3/8½
Bank Bills, at 4 months' sight, 3/9
Credits, at 4 months' sight, 3/9½
Documentary Bills, at 4 months' sight, 3/9½
On PARIS, —
Bank Bills, on demand, 4.66
Credits, at 4 months' sight, 4.77
On BOMBAY, —
Bank, T.T., 223½
On CALCUTTA, —
Bank, T.T., 223½
On SHANGHAI, —
Bank, T.T., 72½
Private, 30 days' sight, 73½

Hongkong Temperature.

(Taken at Messrs. Falconer & Co.'s Register, Queen's-road).

HONGKONG, 7th & 8th Sept. 1881.
BAROMETER—1 P.M. 29.662
Do. 4 P.M. 29.588
THERMOMETER—1 P.M. 80.
Do. 4 P.M. 80.
Do. 1 P.M. (Wet bulb) 83.
Do. 4 P.M. Do. 83.
BAROMETER—9 A.M. 29.638
THERMOMETER—9 A.M. 85.
Do. 9 A.M. (Wet bulb) 80.
Do. Maximum 90.
Do. Minimum (over night) 83.

SHIPPING INTELLIGENCE.

ARRIVALS.

Sept. 7, *Hainan*, British steamer, 278, J. Speechly, Haiphong Sept. 4th, and Hoihow 6th, General.—Afong & Co.
Sept. 7, *Triumph*, British steamer, 1,797, W. H. Gould, Cardiff 30th July, Coals.
Sept. 8, *Glenfruin*, British steamer, 1,935, Hogg, London 30th July, and Singapore 2nd August, General.—Jardine, Matheson & Co.
Sept. 8, *Tannadice*, British steamer, 1,408, S. G. Green, Sunderland, July 25th, General.—Gibb, Livingston & Co.
Sept. 8, *Ash*, British steamer, 919, R. Lucock, Canton 7th Sept., General.—Wieler & Co.

DEPARTURES.

Sept. 7, *Hesperia*, German steamer, for Shanghai.
Sept. 7, *Malacca*, British steamer, for Yokohama.

Sept. 7, *Danube*, British steamer, for Bangkok.
Sept. 7, *Florence Nightingale*, British bark, for Tientsin.
Sept. 7, *Mai-foo*, Chinese steamer, for Shanghai.
Sept. 8, *Ping-on*, American steamer, for Hoihow.
Sept. 8, *Ocus*, French steamer, for Europe, &c.

PASSENGERS.

ARRIVED.

Per British steamer *Glenfruin*, from London and Singapore, 174 Chinese.
Per British steamer *Tannadice*, from Sunderland &c., Mr. and Miss Gay, Mrs. and Miss Williams, for Australia and 25 Chinese for Hongkong.
Per British steamer *Hainan*, from Haiphong and Hoihow, 3 Naval Invalids from H.M.S. *Maggie* at Hoihow, and 17 Chinese.

DEPARTED.

Per *Ocus*, French steamer, from Hongkong.—For Saigon, Sister St. Lizier, Miss Philippa Mechain, and five Chinese; for Singapore, Mr. Luiz Xavier Lobo; for Aden, Mr. José Manuel Galache; for Port Said, Messrs. Joao Vieira, Antonio Pinto, José P. Mendes, Antonio P. Brigida; for Marseilles, Messrs. Sanderhoff and P. Maximilien.

MAILS.

The following mails will close:—

To-day, 8th September,—

For Bangkok, per *Bellona*, at 3.30 p.m. For Hoihow, Pakhoi and Haiphong, per *Olympia*, at 5 p.m.

To-morrow, 9th September,—

For Swatow, Amoy and Foochow, per *Namoa*, at 11.30 a.m.

On Saturday, 10th September,—

For Singapore, Penang and London, per *Pekin*, at 11.30 a.m. For Saigon, per *Pernambuco*, at 4.30 p.m.

On Thursday, 15th September,—

For the United Kingdom and Europe via Brindisi; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, Gibraltar, and Mauritius, per *Brindisi*; printed matter at 2 p.m., letters at 3 p.m.

On Friday, 16th September,—

For Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., per *City of Tokio*, at 2.30 p.m. For Straits and Bombay, per *China*, at 3.30 p.m. For Kobe and Yokohama, per *Nigata Maru*, at 5 p.m.

A man may be so wrapped up in science that he forgets all things else; but he never fools with electricity or gunpowder more than once.

M. Gambetta, speaking at a banquet, at Tours, on the 5th ultimo, warmly eulogized Grévy, and regretted that the Legislature had not adopted the *Scrutin de Liste* Bill, and so avoided the opportunity of consulting the Democratic party in a broader and deeper manner than at present. Gambetta declared himself a partisan of the existence of two Chambers, in spite of the faults committed by the Senate, but he desired to see the two House, animated by one spirit. He questioned if the irremovability of the life Senators was not contrary to the principles of universal suffrage. He advocated a completely secular primary education, and measures tending to make the entrance and examinations for the public service independent of private means. France, he said, would never find that she paid too dearly for intellectual culture. He should like to see a developed system of insurance for crops. He summed up what he thought must be asked of universal suffrage as follows: The Constitutional reform of the Senate: the will of the majority truly represented; and reform, in counting votes, and the Administration. France, he said, would solve other questions to be raised, because she is democratic from her very heart. In a few days she will loudly proclaim what she desires. Whatever may be her decision—no thought of stupidity or resistance will enter the minds of any one. If there by any division, it will be one of rivalry in the performance of duty, not for the attainment of power. Prolonged cheering greeted his speech.

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CHUTNIES & CURRY
POWDER, TEXSSONEAU'S
FRUITS in juice.

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Wines, Spirits, &c.
CUTLER PALMER & Co.'s "CARTE BLANCHE" HEIDSIECK & Co.'s MO-NOPOLE, pts. and qts. ADOLPHE COLLIN'S BOUZY CABINET.
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Charles Heidsieck's WHITE SEAL, pts. and qts. YEUVE CLUQUOT PONSARDIN, pts. and qts. Theophile Roderer & Co.'s VERZENAY MOUSSEUX, pts. and qts.
Krug's CHAMPAGNE, pts. and qts.

CUTLER PALMER & Co.'s CHATEAU MOUTON LORMONT, pints, and quarts.
ARAUZAN (Chateau), pints and quarts.
ERMITAGE LUDON THIBOUF (Chateau), pints and quarts.
CHATEAU LAROSE (Carcier & Adet's), pints and quarts.
CHATEAU LAFITE, pints and quarts.
IRES GRAVES, pints and quarts.
BREAKFAST CLARET, pints and quarts.
OLD INVALID CLARET.
St. JULIEN, &c., &c. Breakfast, Claret.

Burgundy, Hock, Sherries, &c.
Chambertin, Chablis (White), Liebfraunmilch, Hockheimer, Niersteiner, Steinberger Cabinet, Rudesheimer Berg, Konin Victoria Berg, Chateau Yquem, Grand Vin, Haut Sauterne Marsala, Saccone's
Pale Dry White Seal Sherry, Yellow Seal Amontillado Sherry, Cutler Palmer and Co.'s Sherry, Invalid Port (1848), Hunt's Port.

Brandy, Whisky, Liqueurs, &c.
1, 2 and 3-star Hennessy's Brandy, La Grande Marque Brandy, Cutler Palmer & Co.'s
Brandy, Rouyer Guillet & Co.'s Brandy, 1 to 4 stars; Finest Old Bourbon Whisky, highly recommended, Kinahan's LL Irish Whisky, Jamieson's Irish Whisky, Roy & Glendoe Whisky, AVH Gin, Swaine Boord & Co.'s Old Tom Gin; La Grande Chartreuse, Green and Yellow, Maraschino de Zara, Curacao pints and quarts; Angostura, Boker's and Orange Bitters, &c., &c., &c.

BASS'S ALE, bottled by Cameron and Saunders, pints and quarts.
GUINNESS'S STOUT, bottled by E & J. Burke, pints and quarts.
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